

PRICE, \$2 PER MONTH.

## Shipping.

Hongkong, August 30, 1889. 1882



tee was appointed to study the various schemes and report. How much study this

committees devoted to the work we cannot say. The members might almost have decided by a toss up, so little does the report show of reasons for or against any of the proposals. One would have expected, as the question is a very important one and one involving considerable expense, that they would have laid out in detail the cost of each scheme,

that they studied the subject conscientiously; and, although we should have liked to have had something else to rely upon than the mere names of the Committee, we do not suppose that their decision will be challenged. They propose that the work of the removal of the refuse be part of the contract for the general surface scavenging of the city, and that it be removed at least one mile from the Colony and the waters thereof.

sea burial. The contractor will take away the refuse in dust-boats and deposit it in the sea. The proposal seems very simple, but there is one part of the report, which is rather ambiguous. It says 'None of the said refuse should be thrown into the sea within the waters of the colony except on such tidal foreshores as may be used as places of deposit, and there only in shallow water free from ap-

system may be combined with the sanitary system. The Sanitary Board would do well at its next meeting to find out if the committee mean to give the contractor the option of depositing the rubbish on a tidal foreshore, and what steps will be taken to ensure that a nuisance is not caused thereby. They should also insist on the recommendations being made more definite, for the report resembles somewhat a young

The Surveyor General, for example, thinks that the most satisfactory mode of disposing of the rubbish would be to send it to sea by a well-appointed service of steam hopper barges or hopper barges towed by a steam tug, and he insists that the refuse must be deposited at such a distance from the shores of the Colony and with such regard to tidal and local currents as to insure that the lighter floating portion

These are all-important conditions without which the sea-burial system might become a greater nuisance than the existing state of matters.

Although we did not share any prejudice against Mr McCallum's scheme, which, we still think, was well worth trial, and by the adoption of which we hoped that the tons on tons of ballast rubbish shot into the middle of the harbour might have been

that the breasting or presentation that the earth-breathing process might become a nuisance was not an unusual one, and that the committee did well in giving weight to it. The plan of depositing in the sea is a good one if it can be carried out economically and if proper precautions can be taken to prevent the rubbish floating back to the Colony; and as regards these conditions we are inclined to think with Mr Ede that one mile is scarcely a sufficient limit.

**TELEGRAMS.**  
[SUPPLIED TO THE "CHINA MAIL."] (Via Southern Line.)  
**STRIKES FURTHER COMPLI-  
CATIONS.**  
LONDON, Sept. 10.  
A deadlock has occurred in consequence of the Dock Directors declining to make further concessions. Further large remittances have been refused, and the dock-  
workers have refused to return to work.

(From the *Kengon Gazette*).  
(and)  
**LOAN FOR CHINA.**  
*London, 24th August.*—It is stated here that the loan of two hundred million marks for China will be concluded in Berlin.

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**CIVIL AND GENERAL**

**PARADES SUEZ CANAL.**  
**OUTWARD BOUND:**—*Herzogin*, August 9;  
*Palmarus*, *Trieste*, *Maria Teresa*, 16;  
*Mahabar*, *Collins*, *Kara*, 20; *Glenarry*,

Sept. 3; *Branketio*, 6; *Neckar*, *Orestes*,  
*Pathian*, 10.  
**HOMEWARD BOUND**—*Cambridge*, July 26;  
*Aberdeen*, Aug. 6; *Port Caroline*, 3;  
*Antenor*, *Benvenue*, 2; *Schilles*,  
*Mertoutluhtre*, 6; *Glenearn*, *Yantab*,  
*Lphigaria*, 10.

**THE O. & O. S. S. Co.'s steamer Arabia,**  
 with the **AMERICAN MAIL**, of Aug. 22,  
 left Yokohama on Wednesday,  
 the 11th inst., at daylight, and may be  
 expected here on or about Tuesday,  
 the 17th inst.

**THE P. & O. Co.'s s. s. Butler** with the

The *S. S. Mowat*, from Hong Kong, arrived here at 8 A.M., and may be expected here on or about Monday, the 16th inst. This Packet brings replies to letters despatched from Hongkong on July 4th.

The Canadian Pacific's *S. Port Augusta* left Vancouver for Japan, etc., on the 23rd Aug.

The Canadian Pacific S. Co.'s *S. Parthia* left Vancouver for Yokohama on 6th inst.

The *S. S. Moray*, from Calcutta, left Singapore on the 9th inst., and may be expected here on or about the 12th

Singapore on the 4th inst., and may be expected here on or about the 5th inst.



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Weather	B
Rain-fall	—

Hongkong Observatory, Sept. 12, 188



